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CENTRAL INTELLIGENCE AGENCY

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large-scale military maneuvers would be held in Western Bohemia from 27 September to 3 October 1954 and [] the troops taking part in these maneuvers should be back in their garrisons on 6 October 1954 at the latest. [] these maneuvers would make great demands on the Czechoslovak railroad system.

2. On 26 September 1954, [] large convoys of tanks and other military vehicles near Vilemov (N51/K90). Some of them traveled through Vilemov toward Radonice (N51/K90), some were parked along the Rubrina rivulet of Vilemov where a military camp was established. On the highway Vilemov - Radonice, [] approximately 40 tanks in eight groups. Each group consisted of five tanks preceded by a motorcycle and followed by three or four trucks. The tanks were camouflaged by nets. They were equipped with guns [] of approximately 100 mm. caliber. []

were mostly the 5-ton and 6-ton Tatra trucks carrying troops and some 25X1
of material under the cover of tarpaulins. Approximately six trucks carried
searchlights and towed generators in trailers. There were also two bul-
dozers and three tank trucks equipped with cranes in the convoys. Young 25X1
officers, mostly lieutenants, were sitting next to the drivers in nearly
every truck. 80 to 100 trucks were concentrated in 25X1
this area at the time of his observation. The military camp situated along
the Rubrina rivulet was encircled by barbed wire and guarded by senti-
nals armed with submachine guns. Trucks and other military vehicles were 25X1
under the cover of tress within and around this camp. The troops observed
there, as well as in the convoys, wore black shoulder boards. [redacted]
[redacted] the number of all troops observed by him in this area at approxi-

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mately 1,000 men. [redacted] the troops had been coming to the area of Vilemov and Radonice for some time from the direction of Zatec (N51/F10), mostly at night, and that they traveled with black-out lights at night. Because of the unusual extent of the military activities in this area, the local population at first assumed that troops were concentrated there for an attack on Western Germany. Later rumors spread among the population that Soviet units were also taking part in the large-scale maneuvers, but nobody [redacted] actually saw any Soviet units in the area.

3. In connection with the maneuvers the traffic on the following railroad lines was stopped in the period from 24 September to 5 October, 1954: the Vilemov - Doupov (N51/P89) railroad line, Frantiskovy Lazne (N51/P27) - Trsnice (N51/P37) RR line, Cheb (N51/P37) - Slapany (N51/P36) RR line, the RR siding from Cheb to the Cheb airfield, and one track of the double-track Sokolov (N51/P58) - Trsnice RR line in the section between Chlum Sv. Mari (N51/P48) - Citice (N51/P48). On the railroad lines mentioned, except the Vilemov - Doupov line, some 3,000 empty coal cars were placed, evidently in order to facilitate the transport of troops on the main railroad lines. After the maneuvers were finished military transports were loaded into trains in the following railroad stations: Sokolov - 15 trains, Kynperk nad Ohri (N51/P48), Trsnice, Marianske Lazne (N50/P56), Lazne Kynz-vart (N51/P56), and mostly in Becov nad Teplou (N51/P67). These transports consisted mostly of tanks and trucks.

[redacted] the troops taking part in the maneuvers arrived in the area in their vehicles (including tanks) under their own power. The transports of troops from the area by trains and the previous stoppage of the traffic on the above mentioned railroad lines caused freight train delays throughout Western Bohemia up to six hours and passenger train delays averaging one hour during the period between 24 September and 5 October 1954. The transport of coal from Czechoslovakia to Western Germany through Cheb nearly ceased at the same time. After the conclusion of the maneuvers the Vilemov - Doupov railroad line had to be repaired because it was considerably damaged by tanks.

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4. [redacted] during the maneuvers prominent Czechoslovak personalities, including President Antonin Zapotocky, Minister of National Defense Alexej Cepicka, and other Czechoslovak military dignitaries, as well as Soviet observers, were billeted in the village of Kybniky (coordinates unknown) from where they made trips into the maneuver area.

5.

[redacted] the civilian population had been evacuated from the Doupov military training area some time ago and [redacted] the villages within this area had been badly damaged by artillery and aircraft bombing.

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